



**ARAPAHOE COUNTY**  
PUBLIC WORKS & DEVELOPMENT

# Leading the Way

2022 Annual Report and Transportation Infrastructure Report Card







## FROM THE BOARD

Dear community members and partners,

We are proud to share 2022 accomplishments of our Public Works and Development (PWD) staff, who continue to meet the challenges of an ever-changing world. These accomplishments by PWD signify our overall goal to protect our collective community by planning growth, maintaining infrastructure, and providing an organized multi-modal transportation system.

New this year, we're providing an assessment of our transportation infrastructure assets. Staff compiled an honest evaluation score for each asset, and the results are concerning. Our Public Works and Development staff work hard to maximize allocations for roads, bridges and other infrastructure assets, yet their stewardship can't keep up with the demands growth have placed on assets and County coffers.

We continue to be impressed with the dedication, innovation, and hard work PWD displays each year.

Their resolve to earn reaccreditation from the American Public Works Association (APWA) is a testament to their commitment to provide exceptional service.

Like you, we love Arapahoe County and are honored to represent you. We are committed to delivering the highest quality of service to achieve the best outcomes for Arapahoe County. We appreciate your trust and support as we work together to make sound decisions that enhance, protect and sustain a superb quality of life for all.

Please let us know how we are doing by contacting us with your comments, suggestions and ideas. Our goal is to be responsive by providing a high-level of customer service consistent with resident expectations.

*—Board of County Commissioners*

*Pictured above from left to right: Commissioner Jessica Campbell-Swanson, District 2; Commissioner Bill L. Holen, District 5; Commissioner Carrie Warren-Gully, District 1; Commissioner Jeff Baker, District 3 and Commissioner Leslie Summey, District 4*

## INTRODUCTION

Leading the Way! That was our theme for 2022. Public Works and Development is, and continues to be, a leader among our peer jurisdictions. I am honored to lead such a diverse team that's dedicated to delivering critical services, including managing and planning growth, issuing building permits and performing inspections, planning the County's vast multi-modal transportation network, maintaining roads and bridges, engineering services, animal services and weed control.

In leading the way for 2022, we accomplished a challenging task by earning APWA reaccreditation. Our staff built upon our 2018 accreditation by further improving processes and procedures. This was an 18-month project that called for reviewing 41 chapters and 350 practices of business processes. The hard work paid off when we officially received reaccreditation for a second time after a comprehensive review by APWA.

Staff also compiled an infrastructure asset report card that is included within this report. For decades we have collected this data and have used it for internal decision-making and resource allocation, but until now, it has never been shared with the public in a comprehensive manner. The results will be eye-opening for many, but it's an honest assessment of the condition of our roads, bridges and other transportation infrastructure. This report card will be issued each year through this report.

Last year we were pleased to resume in-person outreach events and engage our community through our popular Play Date event. We also participated in various school and community events.



*Bryan Weimer  
Public Works and Development Director*

It was an excellent year in many areas. Transportation continued a major road improvement project on Iliff Avenue. Planning made numerous updates to the Land Development Code as it pertains to solar, affordable housing and marijuana regulations. A new Building and Energy Code went into effect. Road and Bridge had a record year in placing more than 44,000 tons of asphalt to improve county roads and made improvements to gravel roads and drainage ditches.

In the following pages, we'll recap projects and successes, as well as highlight the various accomplishments of our Building, Engineering Services, Planning, Road and Bridge, Support Services and Transportation divisions. For 2023, we will continue to lead the way, building the future of Arapahoe County.

## 2022 By the Numbers:



**1,198**  
Miles of  
roads  
maintained



**2,071**  
Tons of  
deicing  
materials used



**44,654**  
Tons of  
asphalt  
placed



**43**  
Total  
number of  
bridges  
maintained



**61**  
Animals  
returned  
home



**28**  
Traffic  
signals  
maintained



**28,750**  
Gallons of  
paint used



**3,111**  
Miles of  
residential  
streets  
swept



**30**  
School  
zone  
flashers



**1,021**  
Residential  
housing  
units  
approved



**3,632**  
Building  
permits  
issued



**59**  
New  
planning  
cases



**29,442**  
Building  
inspections  
conducted



**409**  
Weed  
violations  
issued



**953**  
Signs  
replaced





## SETTING THE STANDARD

In 2022, the department reaffirmed its standing by remaining the only County in Colorado to be APWA accredited. APWA representatives evaluated, verified and determined PWD's practices and procedures are compliant with recommended management practices set by the industry. We are proud to be recognized as having seven model practices that set the standard in public works. These model practices can be copied by other public works departments across the country. These practices are in addition to the 23 model practices recognized in our initial 2018 accreditation.

The reaccreditation process is challenging and took commitment from staff to successfully complete. PWD first earned accreditation in 2018, becoming just the 137th agency in North America to do so. Less than one percent of the nation's public works departments have earned this distinction.

APWA accreditation is at the core of PWD's commitment to continue to improve the quality of life for all County residents. This comprehensive assessment leads to improvements in how PWD conducts its work resulting in high-quality service in a timely manner.

Each year, our department works effectively and efficiently with the resources in our budget. We have been recognized as a leader in process improvements, always looking for ways to do things more efficiently, providing a higher level of service, and avoid/reducing costs. We have been recognized with numerous state and national APWA awards for our innovation and transportation designs. For 2022, the Colorado Local Technical Assistance Program (LTAP) recognized PWD for an innovation award. The recognition is for Road and Bridge's "Thought Spot," an avenue where staff can submit ideas to improve the delivery of services or internal work procedures.

*Picture above: The Board of County Commissioners recognized PWD staff for earning American Public Works Association re-accreditation in 2022. From left to right are Finance and Administration Manager Daniel Einarsen, Business Associate Judy Ligrani, Director Bryan Weimer, Engineering Services Division Manager Chuck Haskins, APWA Representative Laura Kroeger, Support Services Manager Rebecca Doane and Budget and Account Analyst Katie Curtis*

## BACK IN THE COMMUNITY

We believe public engagement is key to successful outcomes. Various meetings returned to in person, and 2022 saw the annual Play Date staged once again at Dove Valley Regional Park. This fun, family-oriented event was canceled for two years due to the pandemic. Children explore heavy equipment with Touch-A-Truck and various hands-on activities, such as filling in a pothole with slime and small rocks. Each division also provides engaging learning exercises for children while also giving parents a better understanding of resources and services each provides to the public.

PWD staff also attended events at Cherry Creek Innovation Campus, Ben Franklin Academy and Touch-A-Truck Day sponsored by Arapahoe Parks and Recreation District. We also helped organize rain barrel workshops for citizens interested in capturing and utilizing rainwater.

We held a cleanup day for Byers in the fall. Residents took full advantage, as four 30-yard roll-off dumpsters and one 12-yard dumpster were filled with unwanted household items in five hours. Due to the success, we are looking at expanding this event to other parts of the County.



*Building Plans Examiner Ben Williams works with a Ben Franklin Academy student during the school's 2022 Career Day Fair*



*Byers clean up day*



*Play date chalk blade*



*Play date animal services*





## BUILDING

The Building Division issues building permits, conducts onsite inspections, and reviews construction plans. It also ensures new and existing structures are safe and conform to the County's building code.

### Highlights:

- Implemented a new Building Code, which follows the 2021 International Building and International Residential codes. The new code provides updates and requirements of current best practices for building regulations and went into effect April 1, 2022.
- The Building Code update also includes the adoption of the 2021 International Energy Conservation Code, which puts the County ahead of statutory conservation requirements that go into effect in 2025.
- Updated the contractor licensing program. Licenses issued after Aug. 30, 2022 now expire one year from the date of issuance. We launched an online portal that streamlines the application process for new or renewal licenses. The new configuration will help ensure that only licensed contractors perform work on permits applied for in Arapahoe County.
- Building inspectors continue to certify across various disciplines, which means we can send one inspector to perform multiple inspections rather than sending several inspectors to the same jobsite. This applies to furnace/AC replacements and residential solar installations.

Picture above: Senior Building Inspector Lance Roth talks to a group of students during a visit to the Cherry Creek Innovation Campus

## ENGINEERING SERVICES

This division provides civil engineering, permit review, inspection and storm water management services.

### Highlights:

- Updated the Grading Erosion Sediment Control manual.
- Updated construction site procedure with Southeast Metro Stormwater Authority to clarify staff roles.
- Agreement with Cherry Creek State Parks for administration of storm sewer systems.
- Participated in the Water Quality Control Commission Regulations rule-making process in order to protect the County's water quality interests.
- Completed Federal Emergency Management Agency Community Rating System recertification.
- Updated costs to ensure County agreements with developers are appropriately funded, closed out properly on County records and streamlined for consistency and efficiently.
- Assisted in coordinating rain barrel workshops.



Environmental Manager Lisa Knerr helped coordinate a series of rain barrel workshops throughout the County. Attendees were given a tutorial on how to capture and utilize rainwater, as well as given the necessary equipment



Cherry Creek State Park





## PLANNING

Planning is responsible for planning and land development approval, zoning, developing long-range comprehensive plans, land development code updates, animal services, and weed control.

### Highlights:

- Approved new Land Code regulations for affordable housing, marijuana, and solar gardens.
- Secured funding for a Water Supply Study for incorporated and unincorporated Arapahoe County. The \$500,000 study will help guide the County's long-term growth strategy.
- Managed 59 new planning cases that included 501 single-family/duplex housing and 520 apartments.
- Working on regulations for 2023 that govern commercial landscaping, accessory dwelling units and storage containers.
- Incorporated the 2040 Transportation Master Plan and the Hazard Mitigation Plan into the County's Comprehensive Plan.
- Held a community cleanup day for Byers.
- Reunited 61 pets with their owners and had no officer/animal bite incidents.

## ROAD AND BRIDGE

The Road and Bridge Division maintains roads, bridges and other transportation assets within unincorporated Arapahoe County. The County maintains about 370 centerline miles of paved roads and about 220 miles of gravel roads.

### Highlights:

- Placed a record 44,654 tons of asphalt on County roads to complete the division's paving program.
- Maintained 15 miles of gravel roads with all three blade operators achieving 87 percent quality score.
- Constructed 22 miles of roadside shoulders.
- Completed 20 miles of ditch maintenance utilizing \$259,000 in American Rescue Plan Act funds.
- Replaced 953 street signs.
- In-house commercial driver's license training. Five employees earned a Class B license.



*Kids are all smiles for Touch a Truck.*



*A Road and Bridge crew uses a breakdown roller to smooth fresh asphalt on South Beeler Way and Dallas Street within the Four Square Mile neighborhood.*





## SUPPORT SERVICES

This division provides staff with tools and support needed to succeed in serving citizens and customers.

### Highlights:

- Achieved APWA reaccreditation and updated the department's Operations Manual.
- Continued a five-year plan for records digitization in order to ensure continuity of these important records and improve public accessibility.
- Supported the department's ongoing business process improvement program, which promotes efficiency, cost avoidance, and improved levels of service to customers.
- Improved reporting procedures to ensure PWD receives the proper Highway Users Tax Fund funding.
- Supported various staff trainings, including office safety and ethics.

Picture above: Building is one division that Support Services staff have helped in recent years by securing technology for online permit applications and remote building inspections. Counterclockwise: Permit Review Technicians Michelle Rainbolt, Jon Cruz and Judy Blanscet, Senior Plans Examiner Mitch Maulik and Permit Review Technician Supervisor Andrea Martinez.

## TRANSPORTATION

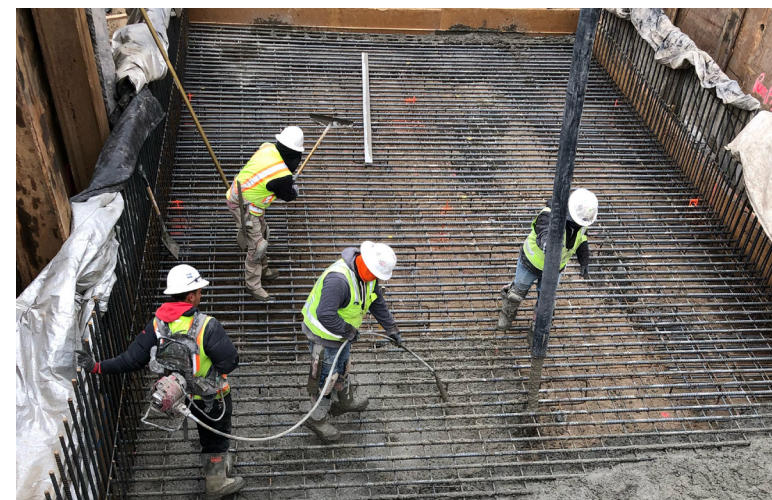
Transportation manages capital improvement projects, traffic operations and transportation planning for unincorporated Arapahoe County. Through various public outreach and engagement efforts, traffic congestion and traffic safety within the County is the largest concern voiced by residents.

### Highlights:

- Final design completed for the Inverness Drive West Bikeway Project. The design includes road "right sizing," bike lanes, sidepaths, and three roundabouts. When completed, the project will provide a bike route along Inverness Drive West.
- Updated Utility Clearance Policy and Procedure. The change requires all utilities to fully pay the cost associated with relocation when needed for County capital improvement projects.
- Construction on Iliff Avenue Corridor Improvement Project is expected to be completed in fall 2023. This \$25.64 million project will improve Iliff Avenue between Quebec Street and South Parker Road.
- Completion of \$1 million in improvements to Dry Creek and southbound I-25 Interchange. Project partners included Colorado Department of Transportation, City of Centennial and neighboring metropolitan districts.
- Secured \$2.6 million in federal funding through the Denver Regional Council of Governments to fund improvements to the High Line Canal Trail at Broadway (\$1.8 million) and conduct a Transit and Micromobility Study (\$1.4 million).

Moving forward, the County is conducting the following studies to provide the blueprint for capital improvement projects as funding becomes available:

- Parker Road from Mississippi to Hampden: Geared to improve safety, mobility and congestion.
- Electric Vehicle Readiness Plan. Prepare the County for an increase in electric vehicles.



Iliff bridge work



Iliff ground work





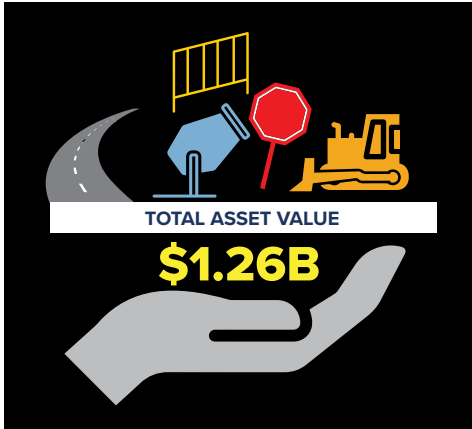
# 2022 INFRASTRUCTURE REPORT CARD

### Overview:

Public Works and Development (PWD) maintains more than \$1.26 billion in roads, bridges, and other transportation assets within unincorporated Arapahoe County to provide residents with a convenient, accessible, and safe transportation system. The department has an established asset management program that is used to prioritize maintenance work and mitigate road hazards in a timely manner. Our dedicated team works hard every day to keep roadway conditions clear, safe, and functioning for you.

Public Works and Development manages and maintains 1,198 lane miles (370 centerline miles of paved roads and about 220 miles of gravel roads). There are 43 bridges and nearly 14,000 signs. We also maintain a vast network of sidewalks, guardrails, traffic signals, and other assets. This Report Card provides a comprehensive overview of the current state of County transportation assets.

Since 2004, the budget to maintain these assets has not kept up with the effects of inflation, which has resulted in asset deterioration. The budget to maintain these assets in 2022 was \$19 million, which is a maintenance budget of only 1.5% of the total value of the assets. Within this budget, we prioritize maintenance of paved roadways, as they are the highest-value assets and are most used



by our residents; however, it is important to properly maintain all County assets, not only for the safety and convenience of our residents, but also because well-maintained assets result in less maintenance costs in the long run. For example, when roads and bridges deteriorate to a poor or very poor condition, it **costs 10 times more to repair** them than it would have cost to keep them properly maintained over the years. For this reason, deferred maintenance puts an additional strain on the County budget.

The safe and convenient travel for those who live, work, and play in Arapahoe County is our highest concern. We are proud to have implemented creative solutions and process improvements that have helped to maximize our budget, and we continuously look for new ways to do so. As you review this Report Card, you will see that we are experiencing challenges in maintaining certain assets due to budgetary limitations; however, we are committed to delivering the highest level of service we can within our budget.

Picture above: A Road and Bridge crew guides an asphalt paver on South Clayton Boulevard and East Floyd Drive

## ASSET CLASS RATING

The following is how we rate the current state of our infrastructure assets:



**GREEN**—This rating represents the asset condition is at or above the target condition



**YELLOW**—This rating represents the asset is in fair condition and will need future investment above the current budget for the asset to recover to the targeted condition



**RED**—This rating represents the asset is in poor condition and will require significant future investment above the current budget for the asset to recover to the targeted condition

## INFRASTRUCTURE ASSETS

Public Works and Development is responsible for maintaining infrastructure assets that are critical to County residents and traveling public. The following is a breakdown of the **replacement value of each asset:**



**Concrete**  
**\$516 million**  
2,297,360 feet of curb, gutter and sidewalk



**Durable Pavement Markings**  
**\$1.2 million**  
6,200 square feet





**Pavement \$359 million**  
370 center lane miles or 1,198 lane miles



**Bridges \$52 million**  
43 bridges



**Pavement Lane Markings \$200,000**  
2,825,628 feet of lane marking



**Gravel Roads \$79 million**  
220 center lane miles or 481 lane miles



**Snow Fence \$1.7 million**  
8 miles



**Guard Rail \$6.2 million**  
56,760 linear feet



**Drainage/Culverts \$10 million**  
1,741 Culverts totaling 66,415 linear feet or 12.6 miles



**Traffic Signals \$11 million**  
1,300 intersections with 28 traffic signals



**Equipment \$23 million**  
190 pieces of equipment



**Signs \$1.5 million**  
13,000 signs

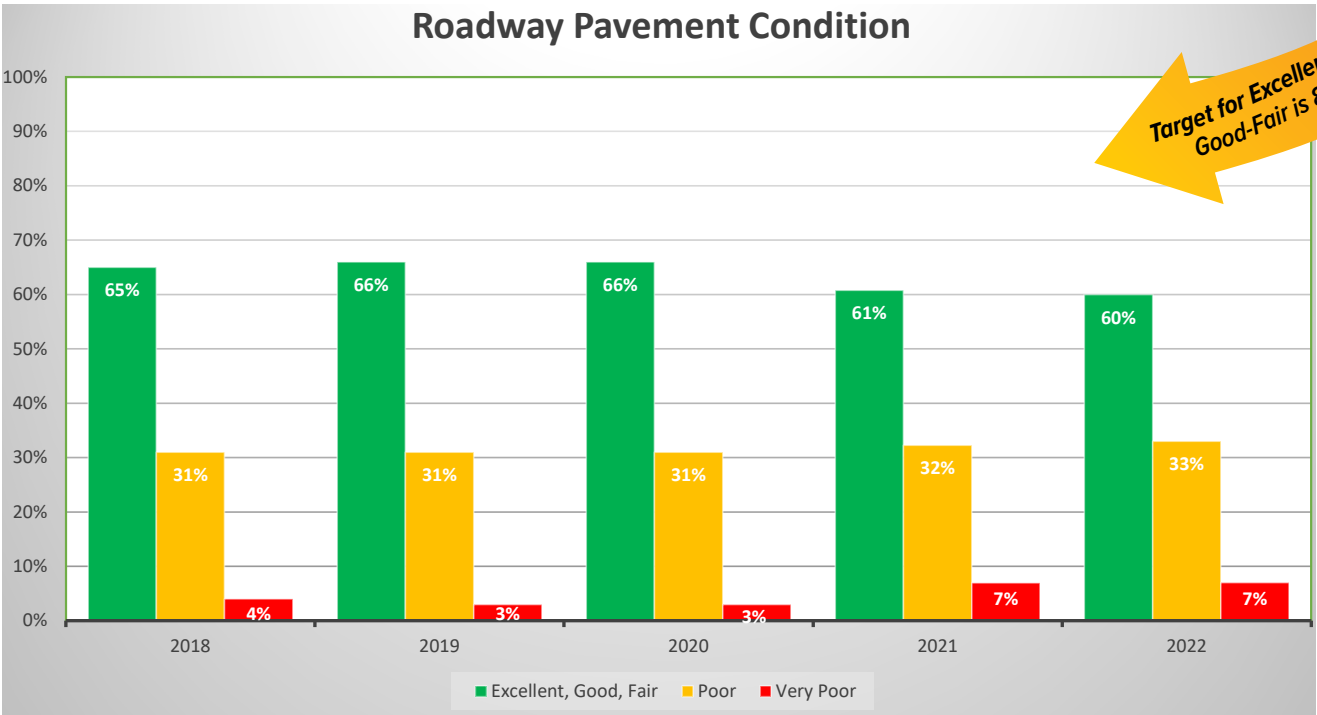
# Pavement Assets

PWD maintains 370 center lane miles of paved roads that total more than 7 million square yards of pavement. PWD uses a pavement management system to assess and schedule pavement and concrete maintenance. The goal is to use the right treatment on the right road at the right time by matching the maintenance needs with the appropriate rehabilitation or preservation treatment. [Learn more about our pavement management program.](#)

The goal is to have 85 percent of County roads in Excellent-Good-Fair condition, but only 60 percent were

at that level in 2022. Having 40 percent of roads in Poor-Very Poor condition is significantly higher than what it should be for a properly maintained roadway network.

Maintenance goals and quality standards are established every year, and we typically meet or exceed those goals; however, due to funding constraints, the number of roads rated at Poor-Very Poor condition has been steadily increasing. In 2022, record inflation combined with the increased cost of delayed maintenance resulted in a further decline in overall road condition.



County roads in Excellent-Good-Fair condition have been decreasing over the past five years, while roads in Poor-Very Poor condition have been increasing.



# Pavement Assets, cont'd



**What does this mean to you?**

County roads are deteriorating faster than we can maintain them due to budget constraints. This results in a lower level of service and will ultimately cost more to repair, as it costs **10 times more** to repair a road once it reaches Poor-Very Poor condition than it would have cost to keep it regularly maintained over the years.

Based on current costs without factoring in inflation, a good road, like the one in the top picture, takes **\$23.22 per square yard** to keep in good condition. Once a road is in poor condition, like the road in the bottom picture, it takes **\$58.41 per square yard** to get it back into good condition. **That is a 251.6% increase in repair costs.**



Graphic above represents how small the upfront investment is to keep roads in good condition, resulting in future savings

# Gravel Roads

The County maintains 220 centerline miles of gravel roads. All gravel roads receive routine maintenance from a road grader. As the gravel breaks down, roads require a new gravel surface at regular intervals. Think of this new surface in the same way as a paved roadway needs to be repaved.

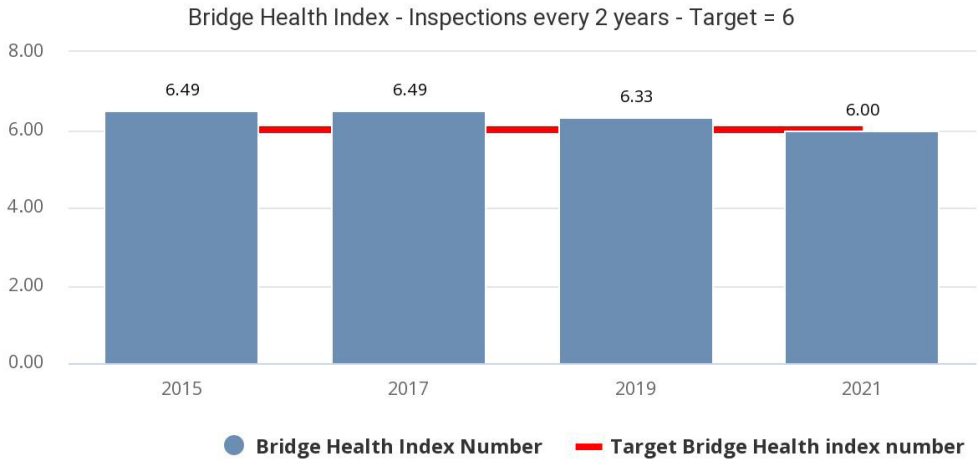
Our goal is to have at least 50 percent of gravel roads in Good condition, and we currently have 49 percent of gravel roads in Good condition. We made significant improvement in the gravel road condition between 2016 and 2020, increasing the roads in Good condition from 35 percent to 49 percent, which is just short of the 50 percent target. While the production target for gravel maintenance was not met in 2022, we hope to maintain or improve the overall condition of gravel roads between now and the next evaluation of gravel road condition in 2024.

**What is Arapablend?** Arapablend is a product made in-house of earthen material and asphalt pavement recycled from County roadways. These materials are mixed together to create Arapablend, which is used to stabilize and maintain our gravel roadways. We use approximately 100 tons of this material each year as it is a more sustainable and less expensive alternative to mining and transporting new gravel.

# Bridges

Arapahoe County maintains 43 bridges that have an average age of 41 years. The Colorado Department of Transportation inspects all bridge structures and assigns a Bridge Health Index rating, which is evaluated every two years. The County's Bridge Health Index is currently on target, although there has been a decline in the overall bridge health from 2015 to 2021. Goals

for each year must be met to ensure no further decline in these important assets. Planned maintenance work for bridges in the coming year includes mowing, tree trimming, trash removal, cleaning sediment around the guardrail, deck cleaning, and some new asphalt work for certain bridges.



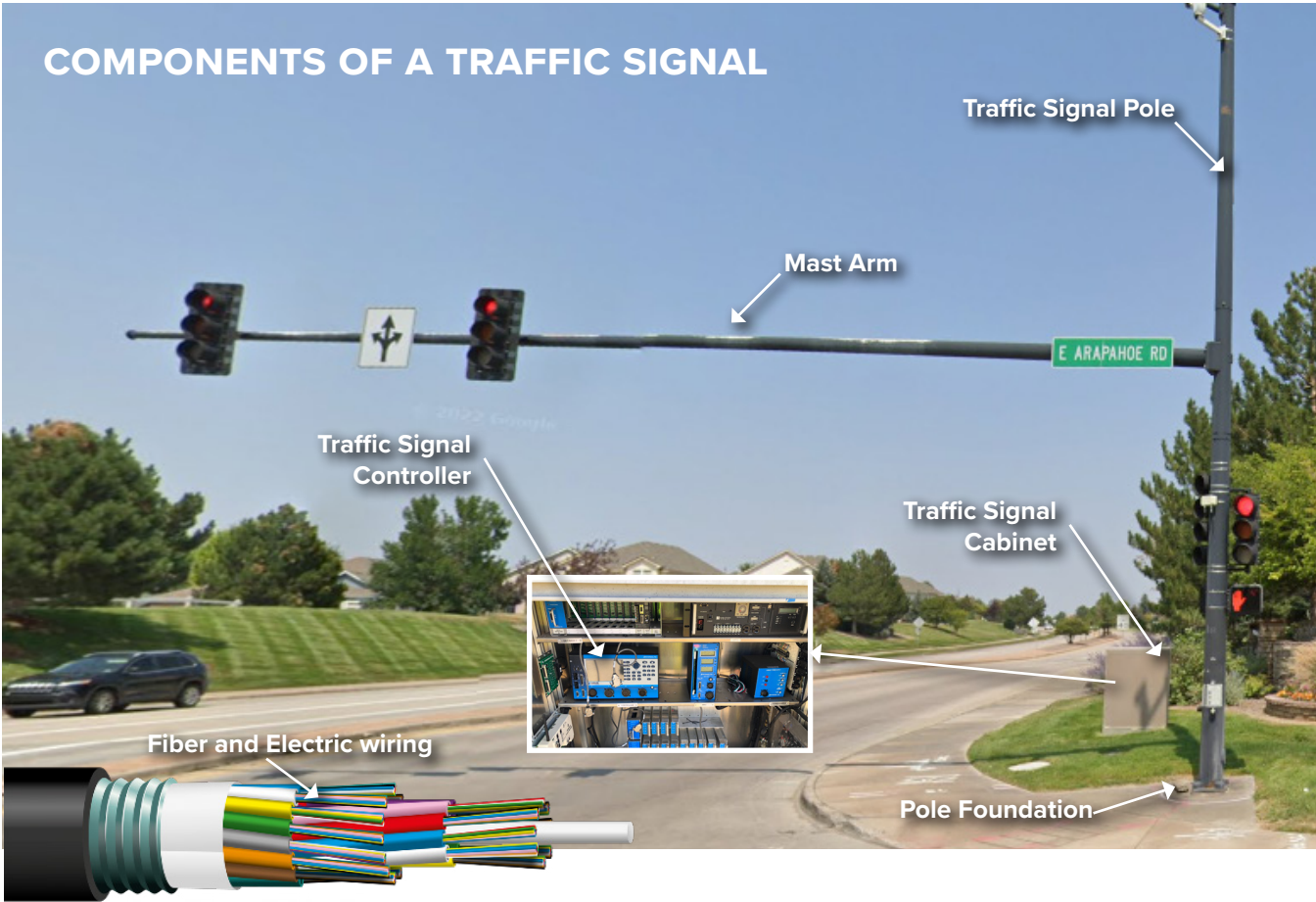
The Bridge Health Index is currently on target at 6.00, but there has been a decline from 6.49 to 6.00 from 2015 to 2021



# Traffic Signals

PWD maintains 28 traffic signals that are utilized to provide a safe and efficient transportation network. PWD assesses the condition of these traffic signals every year, which includes an inspection of fiber and electrical connections, structural components, and

controllers. We are currently replacing the oldest signals in the County through the Iliff project. The current cost to replace a traffic signal on a major arterial roadway is \$600,000. We are currently meeting standards in maintaining signal assets.



There's a lot that goes into making a traffic signal work. This photo shows the main components. PWD regularly inspects each component to check for dents, corrosion, metal fatigue, and the condition of mounting hardware. Fiber optic cables and electrical wiring are regularly inspected to make sure they are in good working order and have no rodent or water damage. The next time you're stopped at a light, take a closer look to see if you can spot all of these various components.

# Signs

PWD maintains 14,000 signs. Reflectivity of signs is important for traffic safety. Each sign has a standard replacement schedule to meet requirements, but we have not been able to meet that standard in many cases due to budget constraints. Only 58 percent of County signs currently meet the standard.

An average of about 1,000 signs are replaced each year based on available funding, with priority given to regulatory signs (such as stop signs and speed limit signs) and to signs on higher usage roads. If all current signs were up to standards, we would need to replace 1,100 signs each year to meet industry standards for the life of the sign.



If you are driving up to a stop sign at night, you want to see the sign on the right rather than on the left. This is due to the sign's reflectivity, which is an important part of traffic safety. A newly installed sign is visible at night up to 1,600 feet; but, as it ages, the sign loses reflectivity and may only be visible at 400 feet. It costs approximately \$500 to build and install a single stop sign.

# Pavement Lane Markings

Pavement lane markings are an important safety aspect of the County roadway network. They are used to guide traffic and are reflective for visibility at night and during certain weather events. They are also used by safety technology installed in newer vehicles that "read"

markings and provide guidance to drivers. Annual painting keeps reflectivity up to Federal standards. Roughly 8,150 gallons of paint are used each year to keep the markings in good shape. Currently, all pavement lane markings meet standards.



# Durable Markings

Durable markings include bike lanes, crosswalks, and stop bars, all of which are important to guide pedestrian, bicycle, and vehicle traffic. Durable markings should be replaced at proper intervals to ensure visibility and

proper traffic guidance. The target is to have 100 percent of durable markings visible enough to function properly, but due to budget constraints, we are falling short of that target.



Bike lanes, crosswalks, and stop bars are some of the durable markings maintained by the County. These markings are important for traffic, bike, and pedestrian safety.

# Guardrails

Guardrails are important for safe travel. They are durably constructed, but the material becomes less effective as it ages. PWD replaces guardrails if they become damaged,

but budget constraints have limited our ability to follow the proper replacement cycle for guardrails based on the age of the material.



These pictures show two examples of guardrails in the County. You may not pay much attention to them when driving along County roadways, but they are an important part of traffic safety.

# Snow Fences

Snow fences often go unnoticed until the snow starts flying, but then it's clear that they play an important role in helping travelers on County roadways make it safely to their destination. A snow fence has an average life

span of 20 years before it becomes ineffective. Due to budget constraints, new snow fences are not currently being installed; however, we do strive to keep all current fences in proper working condition.







# TRAFFIC DATA

A safe transportation network is important to maintaining a high quality of life. The department implements programs and Capital Improvement Projects that increase the safety of the County’s road network. The County is part of the statewide initiative called **Vision Zero**, which aims to eliminate all fatalities on all roads within the state. Accident data shows that the number of crashes continue to trend down; however, the number of fatalities has not decreased in the same proportion.

**Measure Category:** Safety



**Measure Name:** # of severe Injuries

**Measure Description:** Number of severe Injuries related to crashes within Arapahoe County—**256**

**Measure Definition:** According to the State’s accident report manual, a suspected serious injury can range from significant burns, unconsciousness and paralysis.



**Measure Name:** # of accidents

**Measure Description:** Number of total crashes in Arapahoe County—**7,870**

**Measure Definition:** The number of total crashes within Arapahoe County that are reported by the State.

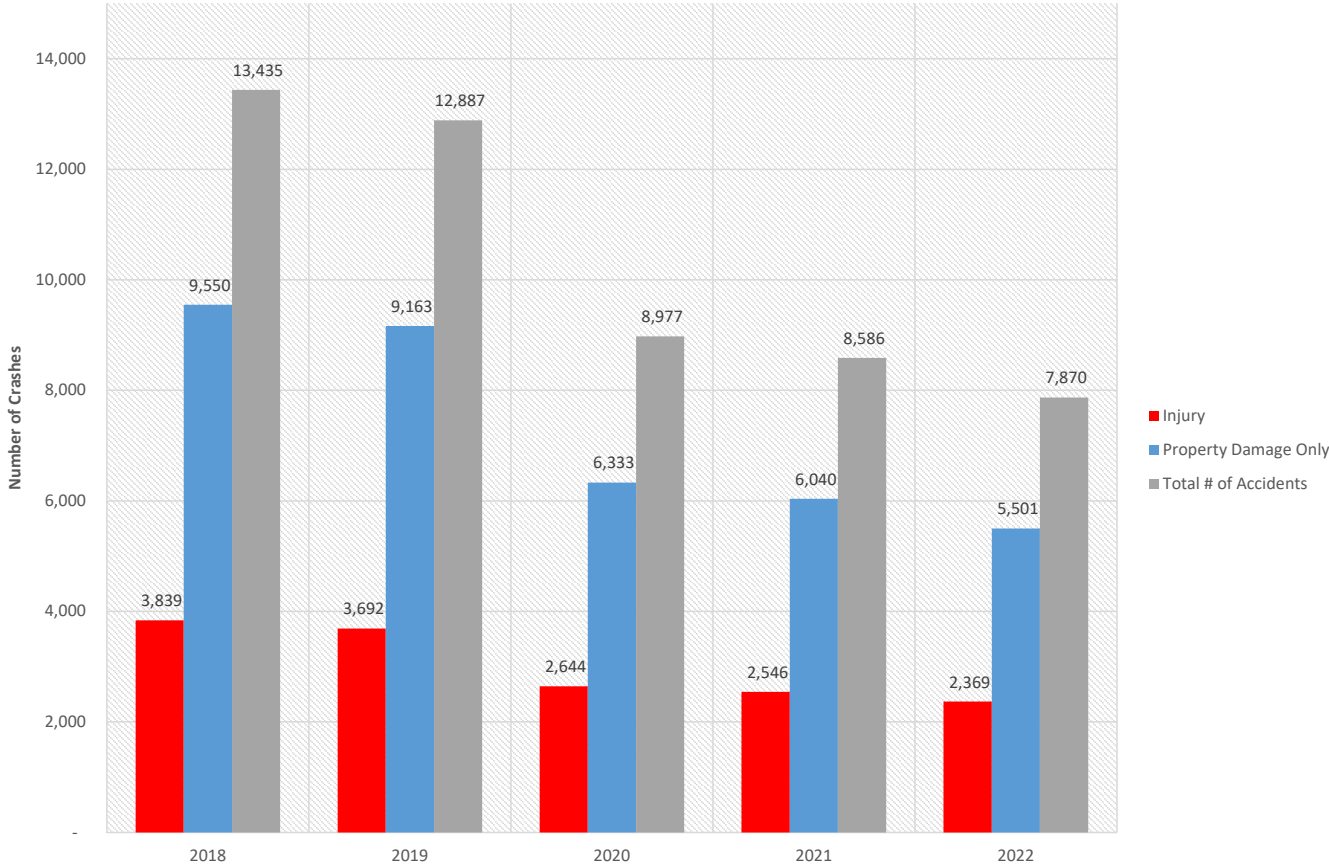


**Measure Name:** # of fatalities within Arapahoe County

**Measure Description:** Number of fatalities related to crashed in Arapahoe County—**39**

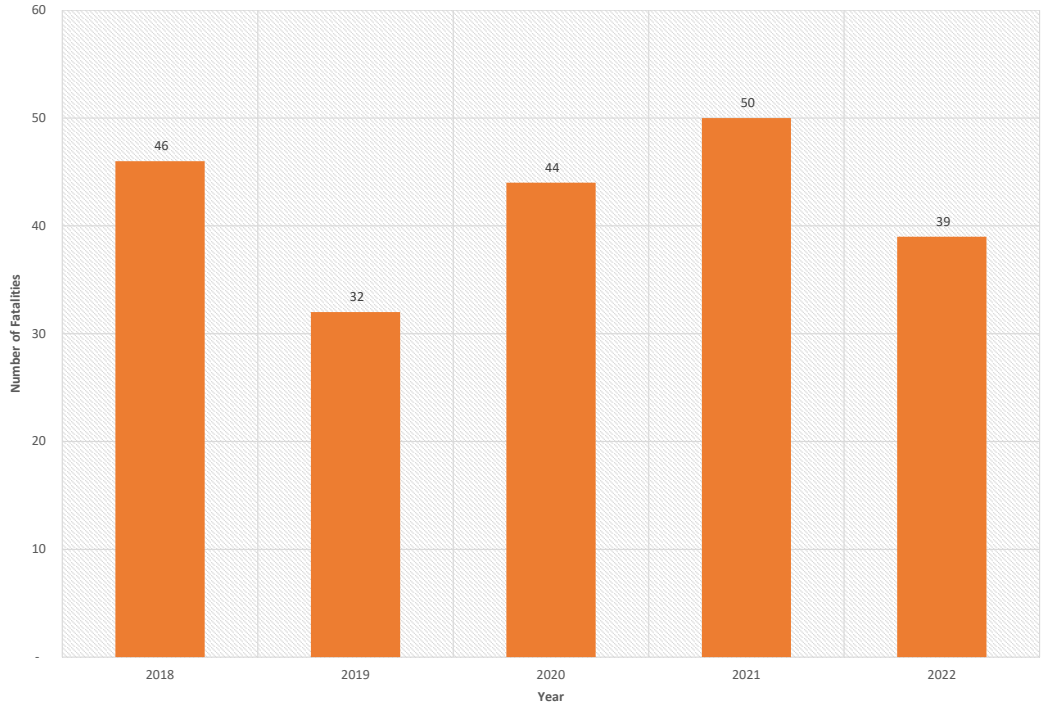
**Measure Definition:** A fatality occurs when a person dies within 30 days of the crash date because of injuries sustained in the crash.

# 2018-2022 ARAPAHOE COUNTY CRASHES



The total number of crashes decreased in 2020 as a result of significantly reduced traffic volume during the pandemic. This positive trend has continued in 2021 and 2022 with decreases in crashes even as traffic volume has returned to pre-pandemic levels.

# 2018-2022 ARAPAHOE COUNTY FATAL CRASHES



While the total number of crashes decreased in 2020-2022, there has been an increase in the number of fatalities associated with those crashes.

This concerning trend is likely attributed to higher rates of speeds due to lower traffic volume, which results in more serious crashes.





Each year, Public Works and Development walks a tightrope with its budget. In coordination with the Board of County Commissioners, tough decisions must be made to allocate limited funding to projects and programs to maintain the County’s infrastructure. For the past

20 years, the budget for these assets has remained relatively flat. A recent increase to the budget has been helpful in absorbing increased costs due to inflation; however, ongoing available funding has not been sufficient to counteract the aging infrastructure deterioration.

|                              | ASSESSED VALUE   | REVENUE     |
|------------------------------|------------------|-------------|
| Parcels East of Watkins Road | \$122,137,865    | \$54,473    |
| Parcels West of Watkins Road | \$13,807,558,695 | \$6,158,171 |
| Total                        | \$13,929,696,560 | \$6,212,645 |

### ROAD AND BRIDGE EXPENDITURES

|                              |              |
|------------------------------|--------------|
| Parcels East of Watkins Road | \$8,068,257  |
| Parcels West of Watkins Road | \$6,974,665  |
| Total                        | \$15,042,922 |

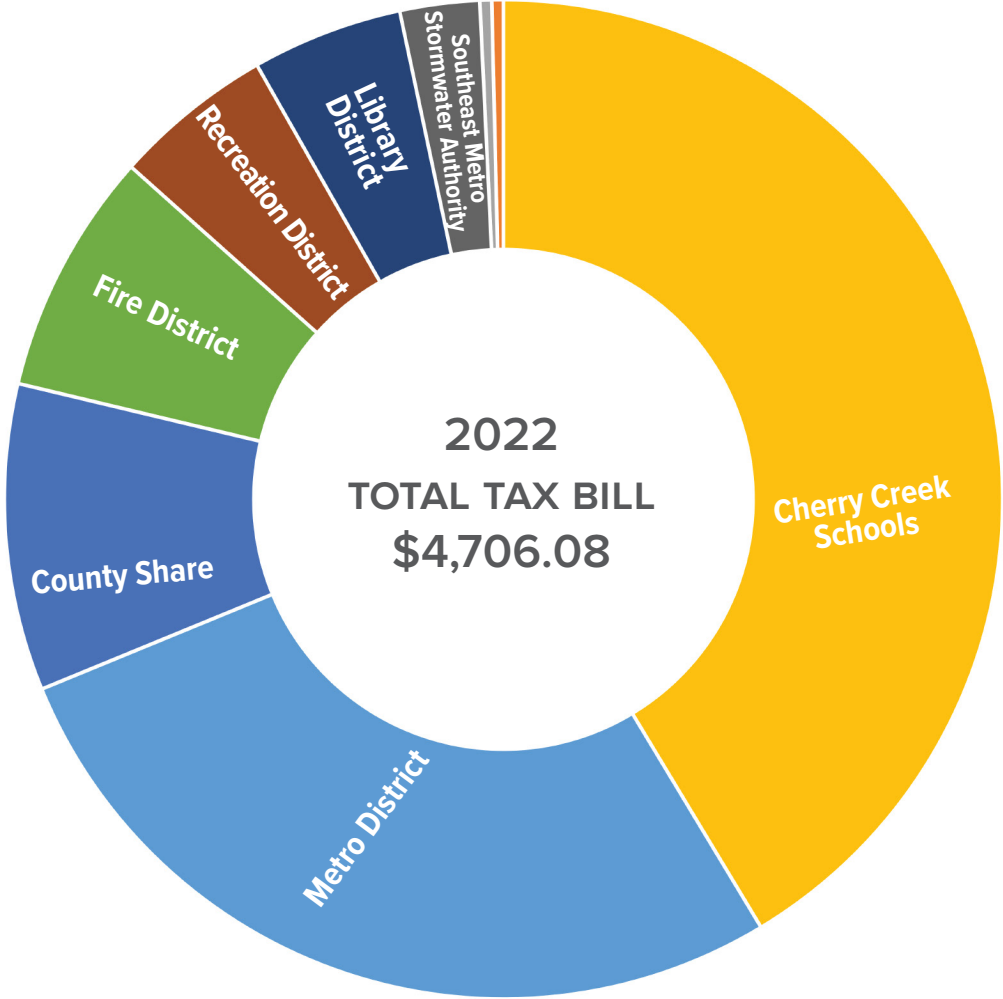
### PROPERTY TAX ALLOCATION

The following information is an example of how tax dollars are accounted for:

- Appraised Home Value—\$510,100
- Assessed Value—\$36,472
- Total Mill Levy—125.973 Mills, ArapCo Share—11.762
  - Road & Bridge (R&B)—0.446 (Maintenance)
  - Capital Expenditure Fund (CEF)—0.453 (Capital)



Capital Expenditure Fund: \$16.52      Road and Bridge: \$16.27





Graphic above represents how your tax bill is distributed and the small percentage that goes towards Road and Bridge and Capital Expenditure Fund used to maintain current and build new County roadway infrastructure.



YEARLY EXPENSES

To put into perspective how much money is collected for transportation assets in Arapahoe County, here is an example of yearly expenses for a family of five when comparing transportation related costs to household expenses:

|  HOUSEHOLD TRANSPORTATION-RELATED TAXES PER YEAR |  HOUSEHOLD EXPENSES PER YEAR |
|--|---|
| Road and Bridge Property Tax: \$18.59  | Cable/Internet: \$1,560   |
| Capital Expenditure Fund Property Tax: \$14.61   | Gas/Electric: \$960–\$2700  |
| Gas Tax (786 Gallons):   | Phone (3): \$1,320  |
| Federal: \$141.31  | Total: \$6,240–\$7,980  |
| State: \$167.25  |   |
| Arapahoe County: \$1.71  |   |
| Total Transportation-Related Taxes: \$343.47   |   |
| Arapahoe County Share of Total: \$34.91  |   |

BUILDING THE FUTURE

Thank you for taking the time to read this report. We hope it was informative regarding the many services we provide. We also hope the hard work and dedication of our team was evident through the successes highlighted in this report. While there are some areas where we currently cannot deliver the level of service we would

like to, we remain steadfast in our commitment to continuous improvement and in maximizing our budget to deliver the highest level of service possible within available resources. In 2023, we look forward to continuing to serve you and work with the Arapahoe County community in building the future.

S  
T  
R  
I  
V  
E  
Service  
Trust  
Respect  
Integrity  
Vision  
Excellence

MISSION  
We serve our community with vital infrastructure and professional government services

VISION  
To provide exceptional service through integrity, collaboration and innovation

BEACON  
STATEMENT  
Setting the standard in public works and development







**ARAPAHOE COUNTY**  
PUBLIC WORKS & DEVELOPMENT